

# JOURNAL BOX

1/78

## EDITORIAL

There is only one thing wrong with holidays - you have to come back to the grind sooner or later.

On my return from a month away, I find that besides the large pile of correspondence, I am behind with Journal again. Among the letters I received was a letter to set a realistic deadline for contributions, and to reprint the article on the production of Journal

Ideally I work two months ahead, and that is fine as regards articles.

However it presents a problem for those regular contributors, the Branch Reporters and the Federal Committee.

Journal must be typed and pre-typed, in the month prior to issue, in order that the paste-up can be sent to the printer by the end of the month prior to publication, i.e. February for the March/April issue,

I cannot always remember, in time to remind everyone about their contributions, and so, in some cases, the Journal comes out without, say a Secretary's Desk, or a particular Branch Notes.

The nearest I can give for a dead line is the first week of the month prior to publication - i.e. the first week in April for the May/June issue - so there you are - behind again for the March/April issue.

REX LITTLE.

## ON THE COVER. 3203

N.S.W.T.D. 3202 at Sydney Station  
30/7/1972.

Photo by Alan Templeman.

## Volume 27

## Issue 127

### Contents

President's corner.	2
Secretary's Desk.	3
Financial statement for 1977.	5
The Brighton Line - Neverland Railway (circa 1930).	7
The transition - Toy train to model railway.	11
A lathe tool setting height gauge.	12
Loco mechanisms - Reprint from B.R.M.N.A. Journal Oct. 1976	14
W.A.G.R. Wreckmaster wagon plan.	16
Thoughts on structures - Reprint from N.Z.M.R. Journal Dec. 1976	18
Formation of the Lysaght's Model Railway Club.	21
Project 77 - Introduction.	22
Branch Notes.	24
Pop Valve.	27
News from other clubs.	28

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# PRESIDENT'S CORNER



## PRESIDENT'S REPORT 1977

It seems unbelievable that another year has passed and it is time once more for me to present to you my Presidential report.

We started out this year with the intention of returning to six Journals per year, however, due to circumstances beyond our control, we have had to reduce Journal this year to five issues.

It is hoped by the C.O.M. that next year will see us back to normal with six issues. Of course this to some extent relies on you, the members, because to publish Journal, the Editor needs articles before he can even start.

At this stage I can imagine some criptic remarks about sending articles that have not been published, but you must remember that the Editor has not only to print the articles sent to him but to present a balanced Journal, so if you have already sent off an article please be patient, I am sure that when your article can be used it will be.

During the last twelve months the C.O.M. have been looking into costs appertaining to the initial literature issued to new members, and, when the figures are complete, will be deciding if the Jouring Fee should be increased.

As you can appreciate costs are rising, with the cost of paper, ink for printing, postage etc. and we feel that members' yearly subscriptions could be used to better advantage than to be subsidising joining fees, which only have to be paid once when joining the association.

Membership figures at the end of our financial year in 1976 were 856 and in 1977 - 843, a drop of 13 over-all for the year. This to me is not

discouraging even though we lost 2 more members this year than last, because there are always those who either find the Association does not suit their needs, if they expect everything to go their way (which anyone with an ounce of brains knows just does not happen). As I have pointed out in the past and so have others before me you only get out of the Association what you are prepared to put into it. I would hasten to add that we have among our members a very responsible majority, who weigh the merits of belonging to an Association such as ours and it is with these people in mind I feel that all our efforts are worthwhile.

Whilst on the subject of people who are prepared to put some effort into the running of the Association, the C.O.M. has now been in N.S.W. for nine years and some of the committee members have served for that full time.

I feel that given they are doing a fine job and carrying out their respective duties well, that it is about time we had some new blood, so that we can in the very near future give these stalwarts a well earned rest. I might point out that without the Federal C.O.M. the Association as a whole would have to fold up, and then where would the various State Branches be? Up the creek without a paddle? or stuck on a siding with no points to get them back on the main track? Naturally the need for more helpers at this stage must come from within the NSW Branch, as it would be impossible whilst the C.O.M. remains in NSW for Committee members to travel



interstate once a month for meetings.

As our Secretary will tell you, once more we are hard pressed to come up with the compulsory six nominations, however, if we have any volunteers who are prepared to share the work load they would be more than welcome on the Committee, as presidential appointees.

At this time I would like to thank George Bray, for volunteering, and make him my first appointee for the coming year.

On behalf of the C.O.M., I would like to thank the State Presidents and their respective committees, and the many people helping and associated with the publication of Journal, for a job well done.

In closing I would like to take this opportunity to thank the members of last year's committee, who have worked with me this past year, and given me their steadfast support and help.

John Dunn.

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## THE SECRETARY'S DESK



Seasons greetings to all members from the Federal C.O.M. which incidentally with one exception, is the same as last year and practically the same as the year before, and so and so on. The new blood is Geoff. Chatwin, who has had quite a lot of experience in the hobby. So welcome Geoff. The new Committee is:

President	John Dunn
Secretary	Norm Read
Treasurer	Keith Wilcox
Registrar	June Dunn
Committeemen	Tom Parkes, G. Chatwin.

All elected unopposed.

Meritorious Awards were granted to:

Dot Treseder, Vic. for her continued assistance to the Federal Body in typing up Journal and to the Vic. Branch on the Ladies Auxiliary. (Those hungry mouths at Exhibitions);

Tony Gray of the W.A. Branch and incidentally the first from our youngest Branch;

Jim Christie from the Sunshine State;

Jack Parker from N.S.W.; and

Rup. Ackland, who served on the NSW Branch for many years and on the Federal Committee for six years, being President for four years.

Congratulations to all those members for giving so much of that valuable asset TIME and energy for the benefit of AMRA as a whole. This type of member is the life blood of the Association.

We must not forget our Rex Little, Editor; Maurie McKinnon, Publisher; Stuart Westerman, Advert. Mgr.; and Bob Edwards who handles the bunging in envelopes and posting of Journal.

All these jobs must be done, if we are to continue as an Association, but all these people will need a break sometime, so we hope amongst the balance of members, 712 at the last count, there will be some, who will be prepared to step in when the call goes out.



The economic situation is not rosy for 1978, but the outlook as far as model railway equipment is concerned has never been better. It is very encouraging to see more than one manufacturer, producing Australian prototypes of much improved quality. Any modeller before long should be able to run quite a representative array of Australian Railway equipment, but of course there will still be the hard core U.S.A. or European modeller and they have an ever increasing range to choose from, even allowing for holdups in supplies at times.

The C.O.M. have been discussing how long the C.O.M. should remain in one State, or would it be advisable, after X amount of years to move to another State? Victoria held the reins for the first 17 years, N.S.W. for 9.

About the biggest time consuming job is Federal Registrar. Bearing in mind that the holder of the position does not need to be a member, the person we would like to find is someone who does have spare time, with some ideas of routines and who can type. We are not in the position to pay any fancy rates, but something could be arranged. (N.S.W. members, make note)

If one reads the Balance Sheet, it will be noticed that Journal has a healthy financial appetite, there have been critics of the magazine, but I'm darned if anyone has come up with any practical solutions. It is not much help to hear "Why doesn't the Committee do ----?" I can assure you that none of us have that much spare time left after our normal committee work.

Do Australian modellers like conventions? I think not. In N.Z. next Easter one is being organised in Auckland, they expect around 400. If that many turned up to one in Aussie, the organisers would die of shock!

However quite a few AMRA members expect to attend N.Z., so there may be

a report about it in a later issue of Journal. From many photos I have seen there are cracka jack modellers in New Zealand. I think mainly brought about by necessity, as for many years due to import restrictions, there was a scarcity of railway equipment to be bought.

It was due to a visit from a N.Z. modeller, that the practice of Silastic moulding gained ground in this part of the world.

Last year I did say we expected to produce six issues, BUT due to a number of reasons it was five. This year we hope to be on target. When issue 125 took so long to be born, not one query did I receive, so we must be a patient lot.

NORM READ.

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## "Honor Roll"

### HONORARY LIFE MEMBERS.

Tim Dunlop	Cedric Rolfe
Margaret Dunlop	Faith Dean
Alan Wilson	Ernie Dean
Rick Richardson	Norm Read
Arthur Harrold	Rex Little
Jack Treseder	Maurie McKinnon

### MERITORIOUS AWARDS

Ivo Bunker	Arthur Robinson
Bob Gorrell	Bruce Lovett
Alan Dowel	Eric Doherty
Stephen Suggitt	June Larmour
Rex Little	Fyfe Thorpe
Norm Read	Eric Lyon
Jack Treseder	John Skilton
Mal Baker	Keith Robinson
John Sneddon	Dot Treseder
John Dunn	Tony Gray
Graham Larmour	Jim Christie
Ken Down	Jack Parker
David Ellis	Rup Ackland



AUSTRALIAN MODEL RAILWAY ASSOCIATION FEDERAL COMMITTEE OF MANAGEMENTSTATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDED 30TH JUNE 1977RECEIPTS

Cash at bank, 30th June 1976	2,632.24
Petty cash on hand, 30th June 1976	180.00
New Members subscriptions	431.00
Membership renewals	2,944.38
A.M.R.A. Journal subscriptions	1,231.50
Joining fees	416.00
Sale of badges and accessories	.50
Donations	22.63
Advertising in Journal	578.00
Sale of Guides	162.05
Interest	91.84
Miscellaneous	3.30
	<u>\$8,693.44</u>

EXPENDITURE

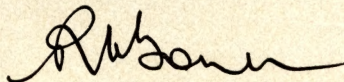
Printing of Journal	3,304.90
Postage of Journal	212.58
Journal expenses	424.41
Stationery	130.65
General postage	531.92
Trophies	43.25
Bank charges	38.40
Repairs and service to equipment	121.00
Federal Registrar expenses	114.78
"Guide to Model Railways"	840.00
Badges	332.07
Miscellaneous expenses	40.72
Cash at bank, 30th June 1977	2,428.76
Petty cash on hand, 30th June 1977	130.00
	<u>\$8,693.44</u>

STATEMENT OF FUNDS AT 30TH JUNE 1977

Commonwealth Trading Bank, Penrith, N.S.W.	
Current account as above	2,428.76
Commonwealth Savings Bank, Punchbowl, N.S.W.	
Interstate Branch's Account	21.42
Reserve Account	44.77
Sydney Permanent Building Society Investment	
Balance at 30th June 1976	1,277.01
Interest credited November 1976	57.47
Interest credited May 1977	60.05
Balance at 30th June 1977	<u>1,394.53</u>
Petty cash on hand, as above	130.00
	<u>\$4,019.48</u>

AUDITORS' REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that in my opinion the above statement is a true and fair record of receipts and payments during the year ended 30th June 1977 and of cash funds on hand at that date.

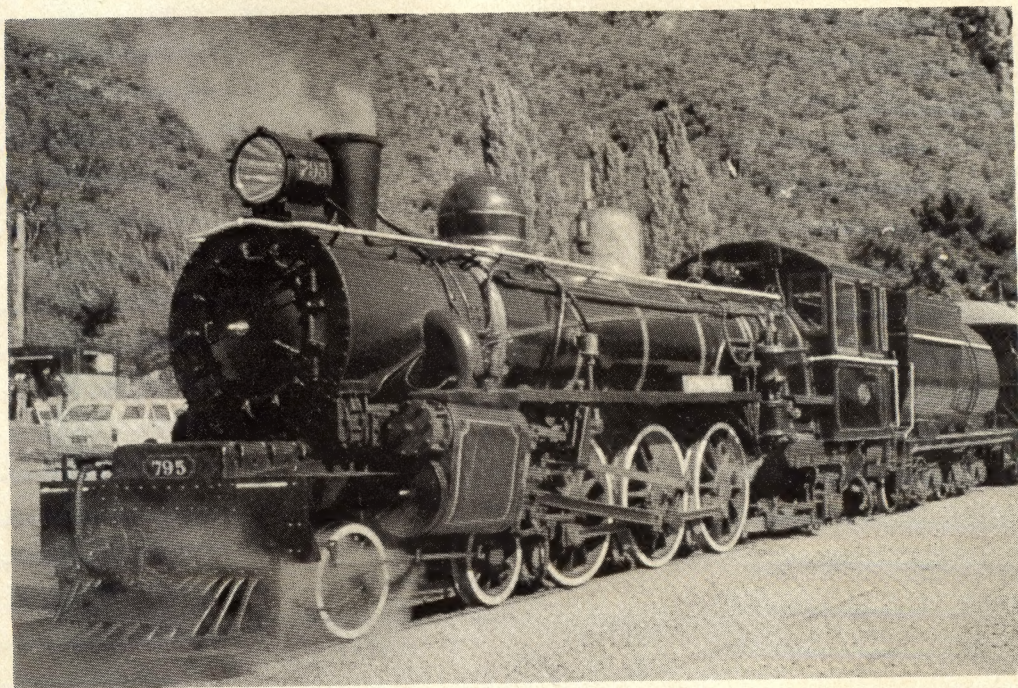
  
ROBERT W. GORRELL, F.C.A.





From right to left  
 Rear - Cedric Rolfe,  
 Ric. Richardson,  
 Jack Treseder,  
 Margaret Dunlop,  
 Tim Dunlop,  
 Faith Dean,  
 Maurie McKinnon.  
 Front row - Alan Wilson,  
 Rex Little,  
 Ernie Dean.

Life members at Vic. Branch meeting Xmas 1977.



The Kingston Flyer, Southland, N.Z. - Introduced in December, 1971, as a summer-to-Easter holiday attraction, the "Kingston Flyer", a vintage style steam train, operates over 38 miles from Lumsden in the Southlands to Kingston at the southern end of Lake Wakatipu. Drawn by an original "Ab" class coal-fired locomotive, the train has been restored in immaculate condition to impart as realistically as possible the atmosphere of the twenties. The train provides seating for about 165 passengers and makes the return trip daily during the holiday season.



# The Brighton Line

**NEVERLAND RAILWAYS (circa 1930)** By J. MAKIN.

The provincial city of Kingston, on the King River in the well known state of Neverland, is, like many of our so-called coastal towns, no where near the sea, being situated at the head of the river estuary, some miles from the coast. Those of its inhabitants, therefore, who wish to enjoy the delights of the seaside, must do so at Brighton.

This town, however, is more than a resort for the work weary. It is at once a fishing port, a centre for such land-based pursuits as mixed farming and forestry, and a dormitory suburb for such of the Kingston workers of all classes who feel that the pleasures of the sea-shore far outweigh the tedium of commuting daily to their work.

Thus the rail link between Kingston and Brighton carries a varied and frequent train service, ranging from tourists and business expresses, through shuttle commuter trains, to mixed goods trains and cattle specials. So much for the fantasy; now for the fact!

It must be fourteen or fifteen years since I submitted to this Journal an article entitled "Armchair Chat" in which I attempted to set forth the difficulties and frustrations of trying to set up an "O" gauge railway in a country area, remote from hobby shops and electrical power supplies. There will be few now if any, who recall the article, but it ended with a couple of tentative plans for the future.

During the time that followed, I re-built my line in a more roomy situation, built a set of three free-lance coaches in wood, with sprung couplings and bogies, and was about to commence work on some goods wagons when I was

brought to a sudden halt by the failure of my solitary item of motive power, - a 0-6-0 tank, scratch built on a cut-down and rewheeled Basset Lowke mechanism. As I was working away from home at the time and had little time to spare on my days off, I was obliged to shelve the project indefinitely.

Some months later I happened to be in Toowoomba, and quite unexpectedly found myself outside a newly opened hobby shop, the window of which displayed mainly Triang items. My eye was caught by a modest boxed set in one corner of the window; a Triang Tank Goods - 0-6-0 "Jinty" engine, three wagons and a brake van with an oval track. I was tempted. Here, I thought, was something to occupy idle moments, while waiting for something to turn up in "O" gauge field. I hesitated, then entered the shop, ostensibly to inquire after "O" gauge motors (nil stocks) but left with the above set, plus a controller, two main line coaches, some extra track and a pair of points. These I took home, set up on an unused table and connected to the home lighting.

Well you have guessed it! It was not long before I was sending for some more track and rolling stock, and moving the whole set-up to a more convenient space. By the time that I sold the farm, in September 1966, and moved to my present address in Miles, it had grown to about 27 feet of point-to-point, curled up on a 12'x 4' base-board. In this condition I brought it into town, and, after a lapse of twelve months, set it up on a permanent base-board in the unused half of the two car garage, a space measuring 18' x 8', but not all immediately available, owing to a heap of junk on a bench at the rear.



It would be pointless to recount the various metamorphoses through which it passed in succeeding years, mostly as a point-to-point, but with a spell or two as out-and-home. and one lapse into continuous.

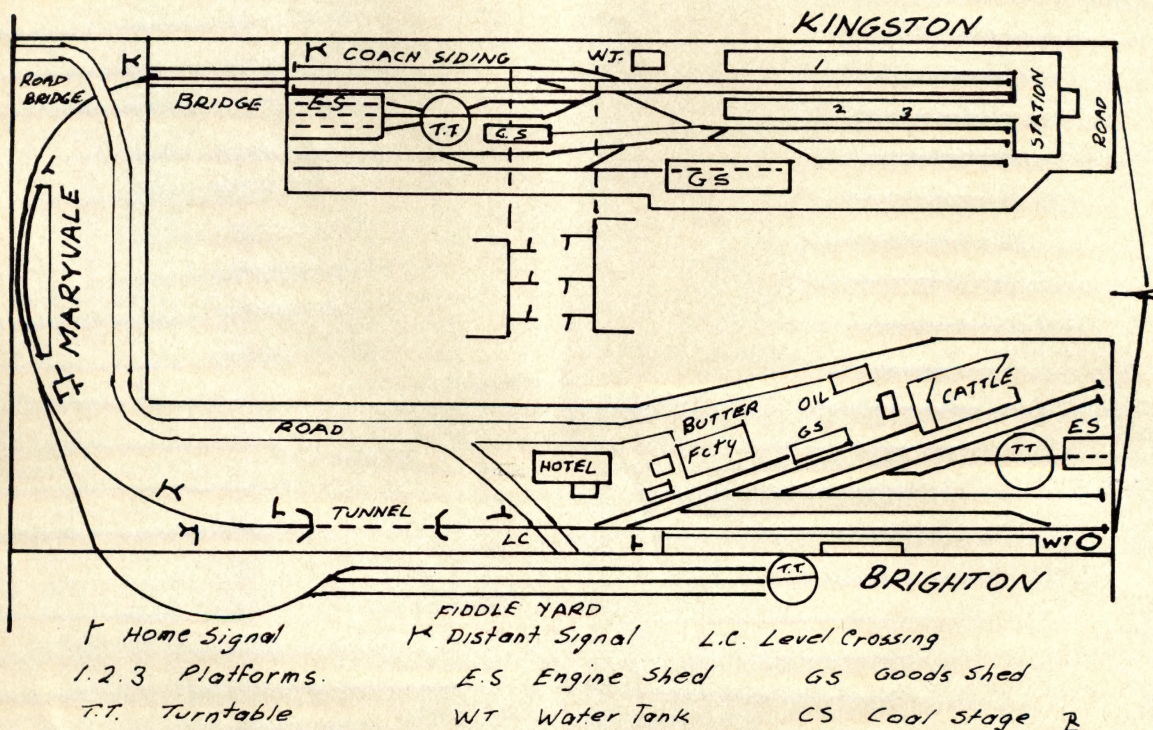
For a long time I had been kicking myself for not having invested, from the start in some track such as Peco, which would be nearer to scale than the Triang Super Four, but having laid out money on the latter, I was loathe to throw it away and begin again, so I kept on buying more. At length, however, came a catalogue with details of the new (now Triang-Hornby) system and track, with the old Triang geometry, but of the same section as Peco, and with adaption rails for connection to Super 4.

Here was a chance to convert by degrees! I bought some lengths of flexible rail and a couple of adaptors, and, as the back of the shed had at last been cleared, I extended the line into it. It was not long before the

whole of the main line between stations had been converted; then came the turn of the crossing station and finally, in one wild spree the terminals.

At this time the line was an out-and-home, with a dead-end terminus at one end and a partly concealed return loop at the other, which gave the impression of the junction of two main lines, which then proceeded out of sight to the Never-Never. This seemingly admirable arrangement however, proved most unsatisfactory. Not only did the trains tend to derail on the sharp curves of the balloon-loop, but they had an annoying habit of going in to retirement and refusing to come out.

At length, in disgust, I demolished the hill of concealment, dismantled the crossing station and on the space left vacant by the former, and with the parts from the latter, I built a one platform country terminus, which after some highly necessary alterations and a few additions, is the Brighton of today.





Almost immediately, I began to find a new satisfaction. Not only did my trains run for the most part without accident, but the line took on a purpose. Trains actually ran from A to B like real trains and had to be remarshalled and turned like the prototype. It is true that I had had point-to-point before, but interest slacked for lack of sufficient engines and rolling stock.

True, the length between buffer-stops is only 40', and a complete journey is about half a scale mile, but that just doesn't seem to matter. It is what happens at the end that matters.

Since then, I have re-organised and enlarged the Kingston end, and provided facilities that had hung fire for years, such as turntables and a coal stage. With signal-boxes and other buildings. Non-railway buildings consist of a hotel, butter factory and a petrol depot, all at Brighton, where there is more room, and more are on the agenda.

Although most of the locos and rolling stock and track are proprietary productions - Hornby as it is now with a little Peco track and some Peco and Roco points, the buildings and such scenery as there is are all my own work, made from a variety of scrap.

Two of my locos, however, are mainly scratch-built. My second engine, a 0-6-0 3F provided the mechanism and tender for a 2-6-0 with outside cylinders, and my third engine, a B12 4-6-0 retains only the boiler and spectacle plate of the original, and has also been fitted with outside cylinders. Cylinders and motion are my own make. Neither model would take a prize in an A.M.R.A. competition but they look OK at operating distance. The same might be said of my buildings.

About two years ago, as my original "Jinty" was showing signs of wear, I bought another. Almost immediately after, my son-in-law came up with a Christmas gift of a collection of

second-hand Triang, which included another "Jinty" and a 0-4-0 Diesel shunter, also the battered remains of a "Davey Crockett". The mechanism of all these needed only a little attention, and the "Jinty" and the Diesel are now in service, while the mechanism of the "Davey Crockett" is now powering my old 3F, which is now the sweetest-running and quietest of all my engines, and gets called on for work which should properly belong to the 2-6-0 or the 4-6-0

The latest addition to the track-work is a branch leading to a fiddleyard in the adjacent section of the garage, which now, as I have no car has become my workshop. The reason for this seemingly unnecessary addition, is a set of old Triang blue "Transcontinental" coaches (minus loco) which formed part of the afore mentioned gift from the son-in-law. As they had no place on the Brighton line, and looked too good to leave in permanent storage, I thought up a main line to the State Capital, on which runs an Inter-City Daylight Express. It has to be daylight. There is dining but no sleeping accommodation.

The present set-up lends itself to time-table working, but little of it is done. Certainly I have a program, involving regular express, commuter and goods trains, but I have little inclination to carry it out. My line is very much a one-man affair, which means "one engine in steam" between Kingston and Brighton, and no sectioning outside the terminus.

My stock has grown over the years to a total of 7 locos, 12 coaches (making 3 trains) and 32 wagons, mostly 4 wheel, but including one bolster wagon scratch built on the bogies of a car transporter, one of those included in the above mentioned Christmas gift.

There are also two goods brake-vans, whose only Australian prototype to-day would be found on the South Maitland Railway.



The loco list is one 4-6-0, one 2-6-0, one 0-6-0 tender, one 0-6-0 tank and one 0-4-0 Diesel shunter. Coaches are four Transcontinental, four mainline corridor including two brake ends, and four old G.W.R. repainted in a kind of chocolate colour which resulted from an error in paint mixing. These last form the commuter train, and are shuttled back and forth by the two "Jinties", the third being the goods yard shunter at Kingston.

By now, those of the big boys who have continued to stay with me thus far will be raising their eye-brows, looking down their noses, curling their lips and asking "why Triang??".

Well the first answer that comes to mind is that it is all that I can darn well afford, being now a pensioner. The second is that it's a lot better than anything I can hope to make.

I will draw their attention to what, in my mind, is the difference between a model railway and a railway model.

The first is a collection of track, engines and rolling stock which looks reasonably like the real thing, and performs like it. The second is a faithful representation in miniature of a piece of railway equipment.

\* \* \* \* \*

## TOOLS AND THEIR USES

Some unofficial definitions, from the Army Apprentices School.

**FILE:** Can be used as a punch, tommy bar, axe, jack handle, dagger, and also for filing.

**MICROMETER:** Its good design and fine workmanship make it an admirable tool for cracking Brazil nuts and hard toffee. Also used as a G clamp.

**STILLSON:** More expensive than a hammer and just as good.

While it is true that the former could consist of a collection of the latter, "it ain't necessarily so", to me a few feet of point-to-point track, stocked with antique Hornby 4 wheelers could be more railway like than some of the most elaborate collections of scale models, which go nowhere and do nothing. I'm willing to take this further, but this is an article not an argument.

Others might ask why I have not made better use of what is, after all a pretty generous space, by building on two or more levels to get greater length of run. Well, I've considered it, and concluded that it's not worth the trouble. I live in a dusty location and I have enough trouble keeping my little line in running condition without adding to it.

Every model railway fan builds within the limits of purse and space, the kind of line which satisfies him personally, and this modest example satisfies me and will keep me in amusement and occupation for a long time to come.

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Back issues of Journals are available from the Registrar, 26 Napoleon Street, Rosebery, N.S.W., 2018. Price 30c per copy plus postage, 20c for one Journal and 10c for each additional Journal.



# THE TRANSITION - Toy train to Model Railway

By Alan Dowel.

This article is a must for beginners - those who have not yet started, and those who have, but realise that they have a toy train (regardless of size) and wish to build a model railway.

It should also act as a guide to members who are approached by such people.

I got the bug to write this story whilst on holiday recently. I have expressed it verbally to individuals, and to groups on many occasions, but a particular incident on this holiday, and, of course, time to write it finally got it down on paper.

I had booked in late the previous night at a little seaside motel, and as the weather seemed quite nice the next morning I approached the owner about staying another night. I do not know how it came out, but I happened to say that I had started my holiday in Sydney to coincide with the Annual Model Railway Exhibition.

I detected that certain smile - not the "oh so you play trains" smile, but the "I am interested too - what a coincidence" smile. What with me being on holidays, and the mornings being quiet for a motel owner, you can guess where I spent the next hour or so.

## The typical toy train development.

I suppose it all starts with the manufacturer. To sell a train (loco with wagoons or coaches) the manufacturer must (for the lowest price, consistent with quality):

- (a) provide track for the train to run on, and
- (b) provide some power to make it run.

Looking only at (a), obviously the cheapest way to provide continuous running is to supply a circle of minimum radius, or, if a bit of luxury

is to be added, a couple of straights to make an oval.

Now this sets two traps for the new enthusiast:

- (1) trains must run continuously, so I must make the oval bigger, and
- (2) when I progress to a second train, I must provide a second oval.

How many times have you seen this basic progression?

1. Train set with circle or oval.
2. One set of points added to make a siding, or if really in the money, two sets of points and a bit more track to make a passing loop.
3. A "super" one train layout with both a passing loop and sidings.
4. A second train with a second oval of track, with crossovers between the two (and usually one controller for each oval, so that both controllers are tied up if a train is to run from one oval to the other.
5. Various combinations of sidings, reverse loops etc., until the whole "board" is almost covered with track.

This progression results in a train set which provides limited amusement until one of two things happen, either:

- (a) it just gets left, or sold, or
- (b) the owner somehow gets in contact with model railway enthusiasts, and we join up another convert.

## The Right Approach.

If you are the person who is approached by someone who has a toy train, and wants to move into a model railway, or even better has not yet started purchasing, then to maintain that person's interest right from the start, may I suggest that you ask the person to ask himself two questions.

After a little time to digest these



questions, help him a little with the answers. (You can safely assume that at this stage, he is definitely interested in trains.)

Question 1. What is a railway?

Answer. It is a system of moving goods and people between two or more points on rails.

Question 2. Can I build a real railway to scale?

Answer. Not completely, because of space and finance limitations, but there are quite a few tricks to overcome these two limitations:

- (a) tighter curves;
- (b) separation of station areas, one from the other by tunnels, cuttings, viaducts, bridges and different levels;
- (c) A "hot clock" - one which is doctored to make it run faster, and this makes distances appear to be covered in reasonable times;
- (d) (only if a perimeter space is available) by using the perimeter of the space available, which gives the longest run, and permits larger radius curves to be used.

Perhaps a final question, once the two answers have had time for digestion might be "how does the 'toy train' idea look now?" Real railways would not reach the "double track" stage until considerably more traffic is offering - real railways have at least two stations and several industries to generate traffic.

To be fair, most layouts - home and club types - should and do provide for continuous running, to meet the needs of testing, and just watching a train - or loco perform, just now and again. This can usually be designed into a layout, without taking anything away from the "point to point" aspect.

Summary. It was not the intention of this article to go into specific details, but just to give some guidance to beginners on how they should go about approaching the design of a model railway. In fact, in a nutshell, the advice given above is the same which applies all the way through the hobby - if you want answer they are staring you in the face - just look at the prototype.

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# A LATHE TOOL SETTING HEIGHT GAUGE

By Broughton Boydell.

In using a lathe for small models, one is constantly changing tools, all of which have to be set at the correct height. It will be found that a tool height setting gauge can save a lot of time, yet although it is simple to make, it is not often seen. Mine was made entirely from scrap picked up around the place, so it only cost a little time.

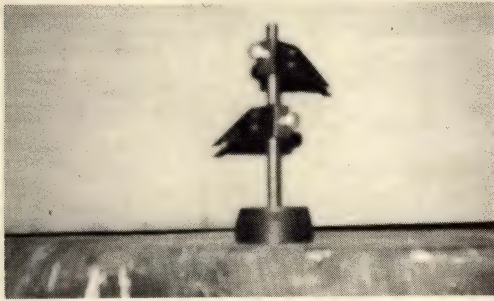
I fitted mine with two gauges, one

for height from the lathe bed, the other for height from the cross slide.

The lower edge of the gauge and the point are exactly at centre height, so that one can always set the top of the tool at the correct height. It can also be used for setting up work on the centre line.

The base can be of any convenient metal. Mine is turned from a broken



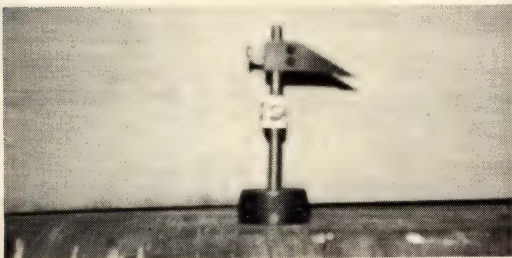


QUARTER VIEW

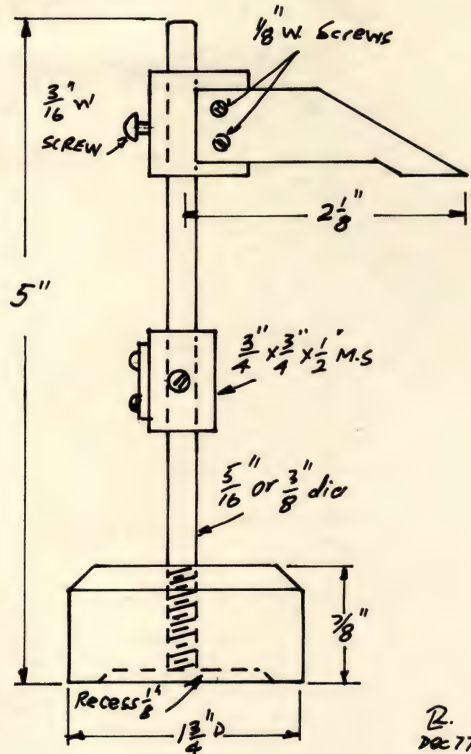
spindle. First face the bottom in the lathe and recess it, then drill and tap to suit the upright. The upright needs to be solid either  $5/16"$  or  $3/8"$  dia. However its size and threaded end will depend on what you have in the way of tools. If you drill and tap the base when you machine it, you will be better able to keep the upright square to the base.

While my base is very plain, it can be as elaborate as you like. The blades were cut from an old hand saw and filed to shape. The blocks that hold them were also cut from a larger piece of mild steel.

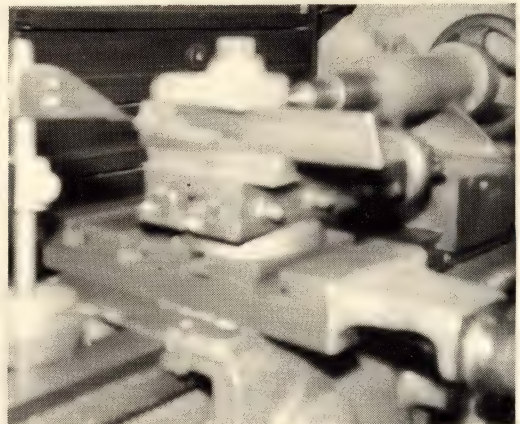
Having finished the bottom of the base, machine the side, or at least enough of it to hold it in the chuck when you reverse it, and then machine the top.



SIDE VIEW



All measurements or screws can be altered to suit what is handy. If anything I would prefer a larger diameter base.



SETTING TOOL HEIGHT FROM LATHE BED



# LOCOMOTIVE MECHANISMS

By E.G. Hamer.

Reprinted from B.R.M.N.A. Journal Oct. 1976.

For a non-kit design or even certain kits one is faced with the problem of a hand built mechanism. Three approaches are:

- (a) Change the wheels on an existing mechanism, This assumes the axle spacing is correct;
- (b) Modify an existing cast mechanism frame;
- (c) Building a frame from scratch.

The most difficult is the latter. A classic way is to take two brass strips, clamp them together, drill the holes, then separate them with spacers.

Sometimes it is even feasible to clamp 4 pieces together so the connecting rods are made at the same time. This operation can be done with a hand drill and reamer. Provided the spacers have flat perpendicular ends a good mechanism frame will result

If a small lathe is available or a good pedestal drill with cross slide table a frame can be made from "U" channel or even solid rectangular bar.

The "U" chassis is ideal for Romford or Hambling wheels and a solid bar can be cut so that a keeper plate style can be made for the complete wheels sets of U.S. manufacture.

Now to the details, Figure 1 shows a length of "U" channel in the vertical slide of a 9" lathe, a check is being made with a dial gauge to ensure that as we move the slide across the brass is level, and the holes will be perpendicular to the chassis side. A similar check is made at right angles.

The next step is to drill the axle holes. I use a 1/8" centre (Slocumbe to British Engineers). The cross slide is moved to the first hole position, then the 2nd, 3rd 4th axles are drilled after moving the slide by the micrometer dial on the traverse.

This way the axle spacing is accurate to .001", and they are all parallel.

This is shown in Figure 2.

Now Figure 3 shows a similar operation but using a Unimat lathe. The head is put in the vertical position and used as a drill. Because of the small size of the saddle, and machine vise, a tool makers jack is used to support the angle and avoid it bending as you drill through.

For the coupling rods, I solder together several flat strips and perform a similar operation, but using a small drill for the appropriate crank pin size. After making all the holes, I unsolder and there after some filing, are the connecting rods.

Figure 4 shows a completed model based on 1 "K"s Bodyline kit for a GWR 9700 class with condensing pipes. This used a "U" channel chassis built in the way just described.

After making the axle holes a similar technique can be used, but in this case using a 1/8" end mill to cut the slot for the worm wheel and motor mount. If you are lazy like me you can even cut away the chassis to clear the bogie wheels. But have a care, thin angle sides where attacked by a milling cutter may suddenly catch and bend. So sometimes a file and patience are the best solution.

As a final note, brass "U" channel is becoming very difficult to obtain so I am going to try using aluminum, with bushings made of 1/8" ID teflon tube to avoid the wear of a steel axle in the aluminum. If any reader has tried this method of using a teflon axle bush, I would much appreciate his comments as to how it behaved, especially if it did not wear out, or cold flow under the weight. Also there are many grades of plain and loaded teflon, I believe it is possible to obtain copper loaded teflon which will machine well and is self lubricating.



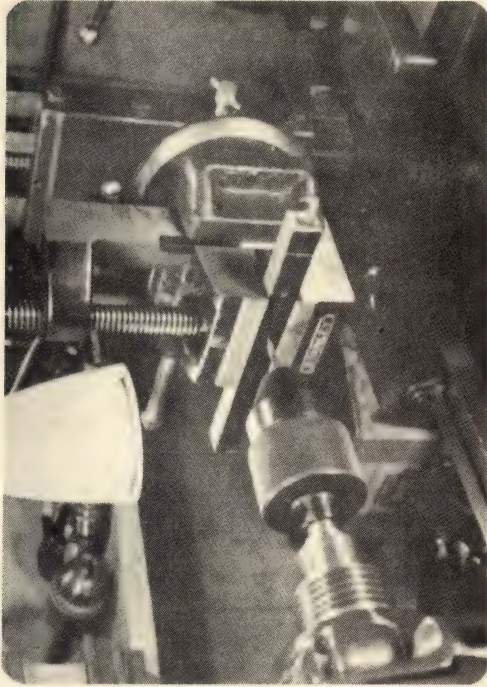


Fig. 2 DRILLING AXLE SIDES

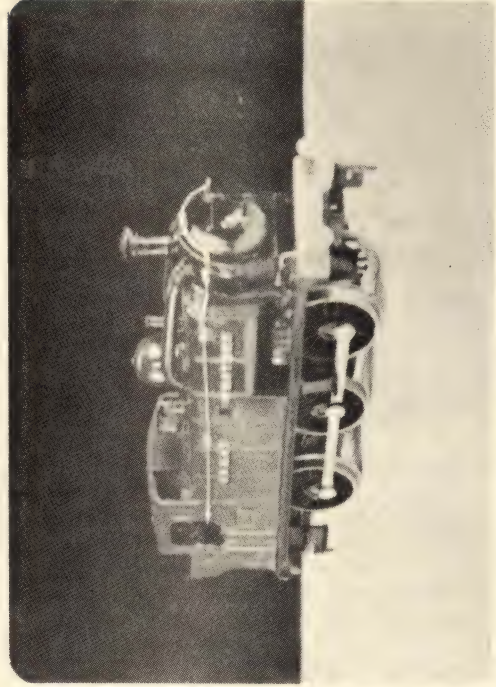


Fig. 4 G.W.R. 9700 CLASS

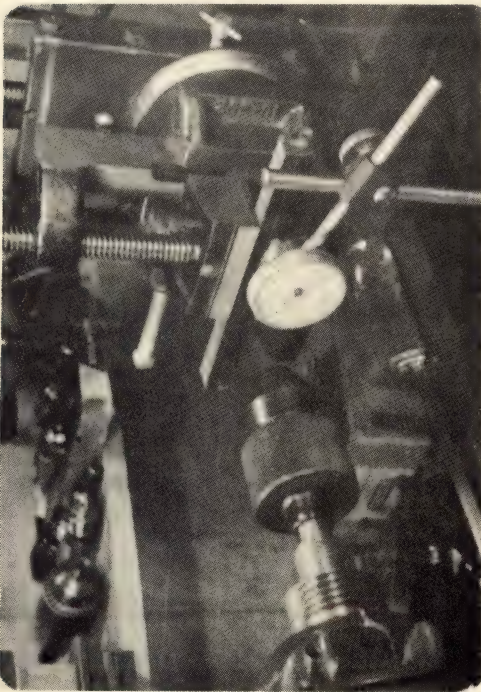


Fig. 1 CHECKING WITH DIAL GAUGE

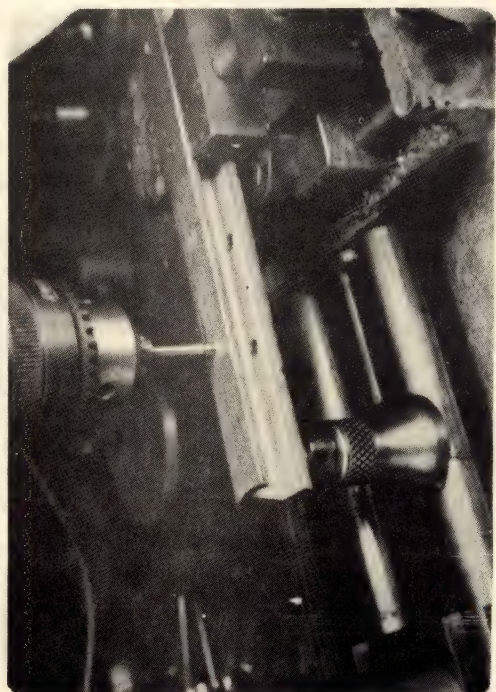
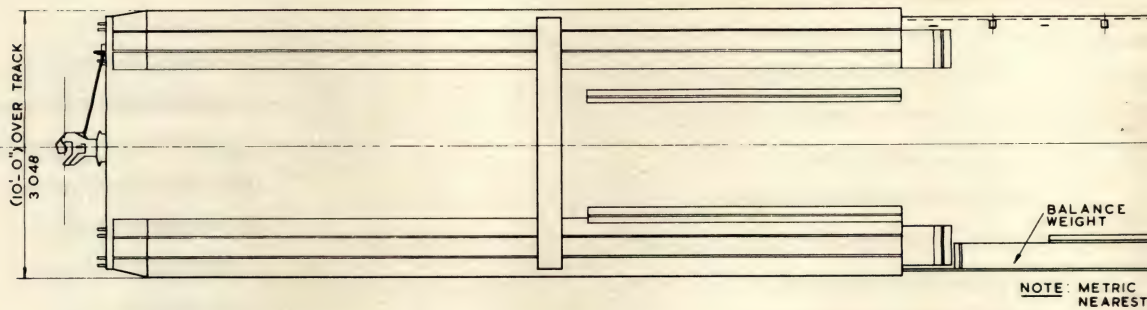
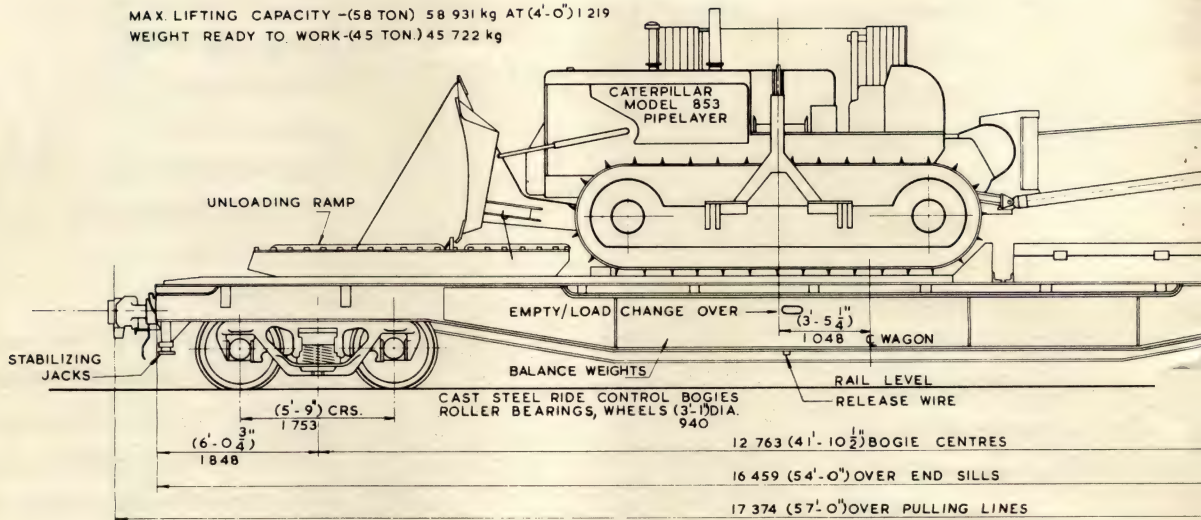


Fig. 3 DRILLING CHASSIS IN UNI-MAT

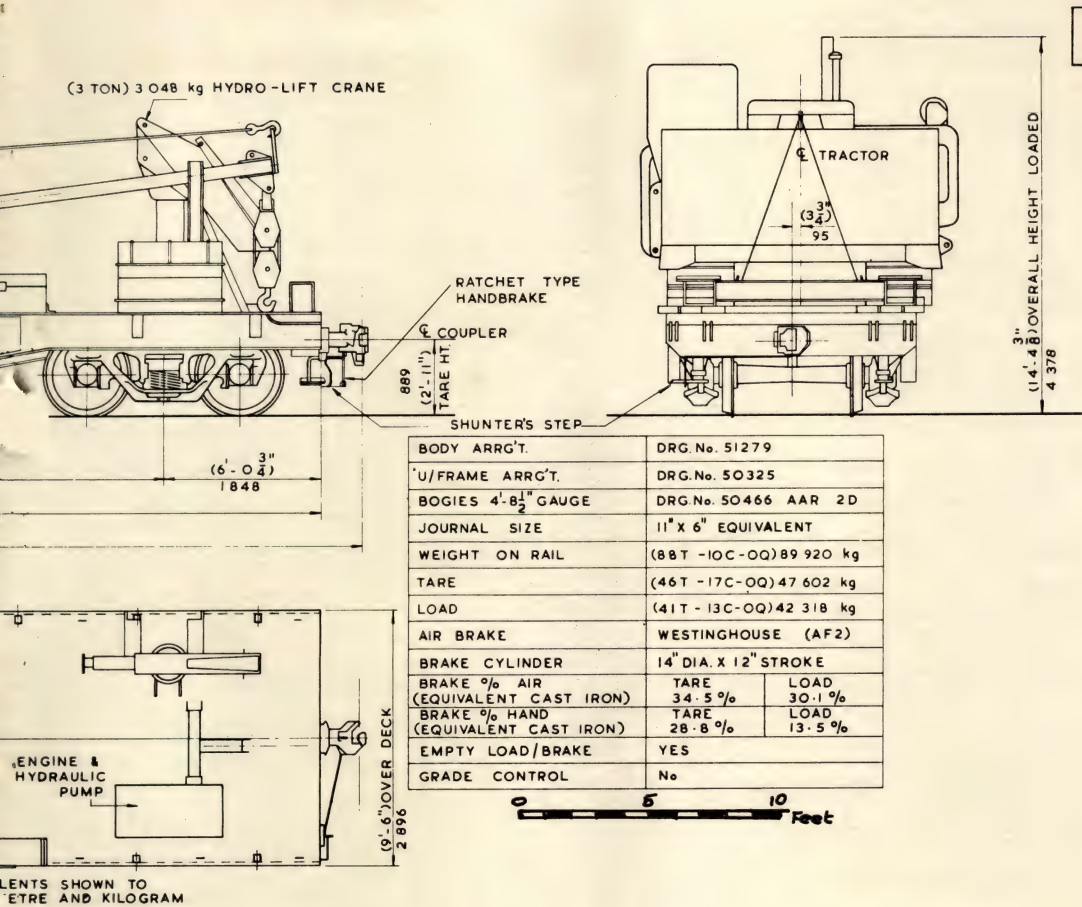


MAX LIFTING CAPACITY -(58 TON) 58 931 kg AT (4'-0") 1 219  
 WEIGHT READY TO WORK -(45 TON) 45 722 kg



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DIAG.No.19A/51300

W.A.G.R.	
CLASS	W S A
"WRECKMASTER" WAGON	



# THOUGHTS ON STRUCTURES

Reprinted from N.Z. Model Railway Journal. December 1976.

Somehow there is never enough room for all the model railroad you'd like to have. Every square inch of your layout can however be put to work to enhance both the realism and the operation possibilities of your railroad. Effective space utilisation begins with a track plan so you can determine how much track will fit in the space available. Since the track plan is a scaled down drawing of your space for proper positioning of curves and points you can use this same plan to place your structures.

The various model manufacturers' catalogues generally state the overall size of their kits so you can use those dimensions as a guide to space requirements on your layout. If you're modelling a portion of a real railroad you may be able to find out how large the structures are by actual measurement. Armed with those space dimensions its a simple task to determine how many and what types of buildings can be fitted to your layout.

Model railroad buildings, like locomotives and rolling stock, are available in ready built form, plastic kits and craftsman kits. There is a wide selection of parts (window, door and other detail castings) with sheets of wood, plastic and cardboard whose surfaces are detailed to duplicate scale size bricks, stones, wood sidings, shingles, corrugated metal and other typical structure surfaces.

The choice is great enough to provide either a kit or the parts you need to duplicate any building you might find in real life.

Plastic kits have pre-coloured parts and those with individual doors

and such have the small parts moulded in contrasting colour so you might believe that no painting is required.

Painting is not required, but the plastic is going to look like plastic until it is painted and the best time to paint is before the kit is assembled.

Most plastics have a toy-like gloss regardless of how much lifelike detail may be moulded into the surface and a semi-transparency that immediately identifies the material. Proper painting can make the plastic look like a prototype, or with some care, like metal or aged wood. The unpainted pieces in any of the craftsman kits must of course be painted as well.

The detail parts of any kit should always be painted before the kit is assembled. Read the instructions so you are familiar with all the parts and how they fit together. It is often best to complete some of the sub-assemblies like wall units or roof sections before applying any paint so you don't have to worry about removing paint from various surfaces that must be glued together. Most of the plastic kits for example have instructions that suggest you assemble all the doors and windows in the walls before glueing the walls to one another.

In most such kits however, it is better to assemble the walls and paint them before adding the doors and windows. These parts can be painted as separate pieces by sticking the backside of each part to a piece of masking tape and spraying over the entire surface. If you find that the areas where the doors and windows join the walls get covered with paint the jointing surfaces can be scraped clean



but it is far better to attach such parts with one of the instant-dry cyanoacrylate adhesives like Aron Alpha.

The clear plastic windows are best left out until the model is completely painted and if you wish, weathered and aged.

Structures face the same elements that the locomotives and rolling stock do, so the weathering techniques used on cars and locomotives are equally effective in improving the realism of any building. Most structures have different colours than your rolling stock, but the appropriate shades are included in most of the ranges of model paints.

The matte finish paint is the first step in weathering since it simulates the sun and wind, bleaching and oxidising effects. The dust and soot or exhaust smoke that rain and dew wash down the sides of the cars and locomotives appears on buildings too. No two buildings will have the same degree of weathering in real life, so your weathering effects should vary on model structures. Some structures won't show any weathering at all if they have been freshly painted while others will look like they haven't seen a paint or scrub brush in decades.

Buildings are generally a bit cleaner than freight cars but they are definitely "dirty" and weatherbeaten to some extent. Take a long look at the buildings near any railroad, and make some mental and photographic notes about where the effects of old age and weather appear. The portion of the building nearest the ground will be splattered and shaded with the colours of the surrounding soil. Rain washes streaks of dirt and rust down the roof and dribbles and runs stain from the corner of the windows.

Brick or stone buildings accumulate smudges in their mortar that turn the seams black. A weathered wooden

building may show signs of previous paint colours or the grey of weathered wood. You can achieve some astonishingly realistic results by spraying a wash of about nine parts thinner to one part paint over an entire group of buildings with the colour matched to the colour of the ground in that area.

The dust that blows through full sized towns has this same tendency to "shade" the entire area the colour of the earth.

The most realistic model building will look like a toy if it isn't placed in the ground. Full-size buildings seldom have the seam around their foundations that is so common around miniature structures. The best way of avoiding that gap around the foundation is to build directly on the site.

If you use softboard for a roadbed beneath the track you can easily extend it to include the sites for nearby structures. Scraps of softboard can be used for the areas immediately around buildings that may rest on the sides of hills. If the building is to be placed right beside the track (as an industry, water tank, or station might be) then you may want to include part of that track as the building site. The softboard can be cut with a heavy-duty razor knife so it is not at all difficult to remove a piece that's an inch or so longer and wider than the base of the planned building.

If you preplanned most of the building sites, the softboard can be cut before you lay any track over the cuts; and the rails can be joined near such seams to make it easy to remove that chunk of "land" when you're ready to build.

The various earth-texturing and weed-growing methods can be used on the ground around each structure with artists matte medium to hold the ground



to the softboard. The building itself can be positioned with bits of wood around the inside edges of the walls so it could be removed to add lights or interior details later.

With the exceptions of a few development housing projects, there are seldom two buildings exactly alike in the real world; yet one sees identical structures and colours on dozens of model railroads. There are three ways you can personalize your structures:

1. with different paint and details from those suggested by the kit;
2. by combining parts and pieces from several kits (cross-kitting, converting or customizing); and
3. by scratchbuilding your own structures from the various wall and roof materials, window and detail castings.

Very few of the model kits are copies of any actual prototype but you could find a prototype to obtain ideas for changes or detail or different colour schemes.

The only way to avoid the ghost town feeling of many model railroads is to add life in the form of people, animals and vehicles. There are hundreds of figures available to suit all gauges at prices ranging from cents for people and animals you paint yourself to a dollar or so for hand-painted masterpieces.

There really isn't any way you can have too many of the small details. The litter of barrels and boxes and tools and junk is one of the hallmarks of the best-detailed dioramas and layouts in the world.

Small details, including people can be glued to the layout with rubber cement. The rubber cement will hold the object in place, but leave the mounting flexible enough so you can

remove the detail and rub away most traces of the rubber cement. People can be made to stand upright without those toy-like bases by simply drilling a No. 70 hole through their leg to accept a common pin. Cut off the head of the pin and drill a hole in the layout where ever it is required then press one end of the pin into the figure and the other end into the hole.

Smaller diameter paino wire can be used for N scale figures with a smaller size wire and hole.

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## POSITIONS VACANT

### FEDERAL REGISTRAR

See note in secretary's desk.

### PUBLISHER FOR "JOURNAL"

No experience necessary — full instructions and crash course available. Preferably, publisher should reside in Melbourne suburbs.

### ADVERTISING MANAGER FOR "JOURNAL"

Position involves the collection of advertising copy from advertisers on behalf of publisher, and the handling of advertising accounts.

### TYPIST FOR "JOURNAL"

Must be able to type justified copy — electric typewriter provided — small remuneration goes with position. Need not be a member of A.M.R.A.

The above positions can be filled by any members, other than juniors. This is an opportunity for all of those members, especially the younger ones, who have ideas about the Journal to

## BE IN IT

Applications to the Federal Secretary or "Journal" Editor.



# THE FORMATION OF THE LYSAGHT MODEL RAILWAY CLUB

By Ian Wilson.  
Photos — Ian Wilson.

It all began in 1974 when I was asked if I had any miniature switches in my store. I found out he was involved in Model Railways, and the word soon spread around our section.

It was soon realized there were quite a few people interested, so we decided to meet one night and talk about forming a club.

After electing office bearers for the next year we drew up a constitution based on the A.M.R.A. one, and, with a couple of modifications, had it approved by the company.

The meetings for the first few mainly film nights, with films from the State Film Library, Caltex, etc., and also a visit to the Victorian Steam Locomotive Society.

We approached the Company and asked if they would purchase an old VR carriage for our club rooms, and all the necessary arrangements were made.

We then waited for the V.R. to notify us when one was available.



The proposed site, after being surveyed.

The office bearers were re-elected for a second term, and we decided we needed more members if we were going to survive. We approached the company again and asked if we could have members from outside the company. After some discussion, the company agreed that we could have a limited number of associate members, which would enable experienced Model Railwaymen to join the club and assist in its development.

Our members increased to 36 in the third year and two of them are employed by the V.R. With their help we were able to visit Frankston Signal Box, the Hump yard in Melbourne, but a visit to the signal school at Flinders Street Station had to be cancelled due to a strike.

We continue to visit members' layouts and have the occasional film night. It was decided to forego the carriage and seek assistance in setting up a live steam track for 3½" and 5" gauge at the sports oval. If given the O.K. it could be ready for the



Red gum stumps with "straights" being installed.



Children's Christmas Tree party held in December for employees' children.

The approval was given and the company supplied all the materials, and so work got under way. A company surveyor offered his services and completed his job in about four week-ends. Then came the job of planting nearly 300 Red Gum Supports. All holes were dug by a tractor supplied by the company, but we had a very wet month in June, and as fast as we bailed out the holes they were filling up again. Eventually we won and got them all in and cut to correct height.



Laying the curves, under adverse conditions.

The straight sections were made under cover, transported and placed in position. Then the curves were made "in situ", the last piece being welded into position last October 15th.

One of our members has a  $3\frac{1}{2}$ " gauge, G.N.R. Atlantic Loco in good working order and is in the process of building a  $3\frac{1}{2}$ " gauge 0:6:0 Caledonian Tank Engine. Another seven are in the process of building their first locos.

The line was opened by John Lysaght's (Aust) Westernport Manager, Mr. H. Trewartha.



In steam - at last.

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# PROJECT 77

By Eric G. Watson.

## Article 1. By the Way of Introduction.

As everything written under the above title (possibly, let's see - 4 Journals a year for 30 years - that's 120 articles) derives or will derive from M.J. Mullin's letter in Journal 123. We can do no better by way of introduction than consider his letter.

Actually I will be condensing the 120 articles to two paragraphs - with three or four articles to give some of you a bit of a hand. Incidentally the two paragraphs were written finally after restudying Ern Raddatz's earlier Journal article "Wayside Stations".



Properly understood and used, there is more data in that short article, than most of us could put in a book.

Friend Mullins' idea of swapping locos in a park is commendable and I agree with his observations regarding visitors. However, I feel he overlooked, or failed to report on one factor. If you put on an act, a suitable response from your audience calls for an encore. You won't get away with swapping locos again - not with the same group.

For ordinary Model Railway visitors - a pretty poor lot, who, if you understand the subjects, are not interested in Model Railways but status symbols - who always have something to complain about and can't do things for themselves

I would suggest the following -

Act 1. Run trains around like demented mice chasing themselves.

Act 2. Swap Locos.

Supper.

Act 3. Repeat Act. 1.

Act 4. Swap the loco for a fully rigged model of the U.S. Clipper Ship "Flying Cloud".

Thunderous response.

Curtain Calls.

Curtains.

That sort of thing is beaut for ordinary every day type visitors - a poor lot - whether or not they are better than visiting relatives is another question. Every year I put on my "Annual Showing Off the Layout".

I presented the grand opening of the War Memorial section of my St. Heljan National Park (re-read opening paragraph). The entrance to this is spectacular. The sign, besides the usual data, includes a 12' x 4" colour print of the battleship "S.T.E.'S. Terminator" with tanks and planes rampant around the perimeter, on a field of white. Flanked by twin frigates from the first fleet to bring migrants to St. Eric's.

When suitably admired and at the appropriate moment the sign was swapped for the aircraft carrier "St. E's Exterminator".

Also presented was the first of my "St. James" series of projects (see next article). "The St. Eric's Philatelic Society Stamp Display". in the St Gordon City Park, re-read opening paragraph). Quote "Some chaps go over board with their pipe dreams and after many trials and tribulations come to earth and feel like taking up butter flies or something - anything but trains".

These words of wisdom from Norm Read have kept me on the right track for years - making sure my "new type M/R" and "Project 77-07" were not pipe dreams - so what better way to conclude all development than "The Ennar Butterfly stamp collection" as main exhibit.

A most successful "Showing Off the Layout" and in less than 48 hours its fame was spreading. Funny thing that - my last "Annual Showing Off" 4 years ago was a demonstration of operating a Model Railway - a dead flop.

At St. Eric's everything is up to date - a report of the latest things in maritime warfare - Surface Effect Ships and the S.E.S. "St. E's Exterminator" joined the 5th Fleet in the War museum section. A report on the last ship to bring migrants to Australia - and the last ship to bring migrants to St. Eric's joined the 1st Fleet in the Maritime museum section - plus the first jet to fly migrants in to St. Eric's.

So that you won't think trains are forgotten - display engines need not be in working condition, so you may be able to pick up some more interesting ones cheap. At the same time if you use H0/00 gauge and come across a couple of cheap "N" or "S" gauge engines going cheaply (need not work) get them and put them away safely for a later idea - but this would not be worth buying new engines for unless you have plenty of cash to spare.

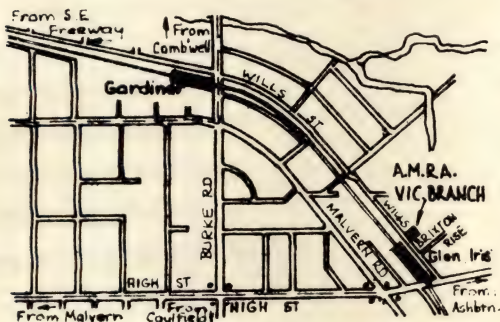
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# BRANCH NOTES

## VICTORIAN

## BRANCH NOTES



General meetings are held on the second Thursday each month commencing at 8 p.m. at the clubrooms, 92 Wills Street, Glen Iris. The clubrooms are open from 7.30 p.m. on these nights for operation of your H.O. or N gauge trains on the club layouts. Working Bees with some operation on the layout are held each Wednesday night with the exception of the Wednesday night before the general meeting.

Our Christmas meeting, held on the 8th December, was a momentous occasion with all the Victorian Honorary Life members being presented with an engraved Brandy Balloon as a token of their service to our Association. The gifts were made available by Federal Committee of Management, and Alan Dowel spoke on the history of the A.M.R.A. and how pleased he was personally that we had honoured the foundation members to whom we owe so much. Rick Richardson responded on behalf of the Honoured Life Members.

Mrs. Dorothy Treseder was presented with a Meritorious Award in appreciation of her devoted service, and Rex Little, Editor of Journal, spoke on Federal's behalf.

Brian Southwell, our librarian, received the President's Award in appreciation of his service to the Victorian Branch.

The annual competition awards were as follows:

Scratchbuilding.

The H.G. Armstrong Trophy won by G. Duncan. (Factory Complex).

Monthly Competitions.

The R.H. Edwards Trophy won by J. Harry. (Collection of Models).

Photographic.

The Malvue Trophy won by R. Edwards (Enlargement of N.S.W. 3801).

Photographic.

The Malvue Merit Award won by R. Edwards jnr. (Color enlargement N.S.W. 6029).

Our annual exhibition will be held over the weekend 10th-13th March, 1978 at Camberwell Civic Centre and this promises to be our best ever exhibition.

The Agenda for the next three months is as follows:

9th February.

General Meeting.

Guest speaker - V.R. signals.

Competition - Photo, signal.

11th March.

Setting up the Exhibition at the Civic Centre.

10th-13th March

Exhibition

13th April

General Meeting.

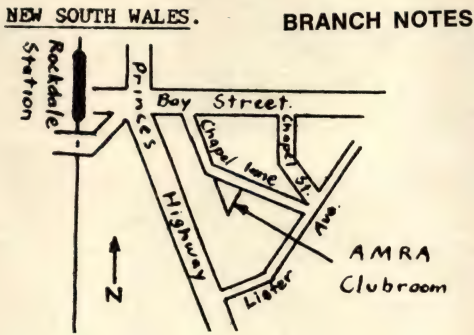
Annual Meeting.

Competition - Photo, railway construction ways and works.

John J. Harry.  
Hon. Sec.

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Meeting attendance has taken off over the last six months or so, and we are now getting the kind of attendances we like to see. A lot of work has gone into the building, (and there is a lot more still to come) and it is encouraging to see members making full use of the clubrooms.

The modelling clinic has leapt ahead under the guidance of Bob Wardrop. Several turntables are being built to Bob's design.

The layouts at Rockdale are progressing well under the aegis of the Wednesday night group. The Tickhole tunnel layout is being prepared for the Chatswood Exhibition in March. The O gauge tracks are about three quarters of the way around the mezzanine part of the main hall. John Macbeth and Jim Harris have done wonders with the N gauge layout, and Jim McInerney has brought the wall layout to a stage where serious timetable operation can be carried out. Our younger members have really got stuck into the wall layout, running trains with all the panoply of the prototype.

We may soon have to appoint clerks to keep up with the paper work!

The Branch has now had considerable experience with transportable layouts.

The aim should be to make them light and flexible. It is a mistake to make them very stiff, because this will invariably make them heavy, and the weight itself will make them bend. Also the weight will give them a lot of inertia

and momentum when they are being handled and transported. (Ever dropped one on your toe?) One of the secrets of building portable layouts is to build flexibility into them, so that they can, in fact, be bent and twisted without damage.

With film nights, please watch the notice board for details. There have been one or two mix ups in the past, which makes us reluctant to announce the title on the roster or in the Journal. On one occasions our film was on a cruise ship which had been delayed at sea, on another there was some confusion about the timing of the film availability. Titles will be announced when we are sure we are going to get the film we want, this should be about a fortnight or month in advance.

Are there any organisers amongst us? Graham Larmour, who has organised about a dozen of our annual exhibitions, would like a rest, last year's exhibition was particularly trying, what with the reduced space, the tardy attitude of the Town Hall officials, and all those mad rumours about cancellation flying about.

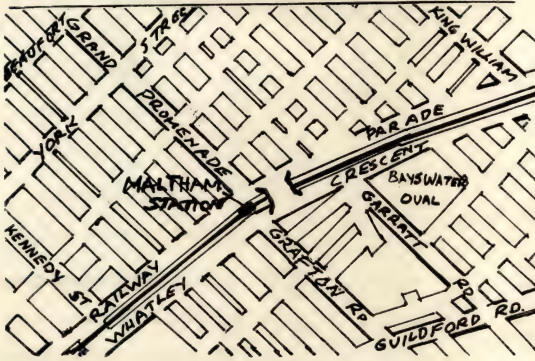
Just how do these rumours start? Your Branch Reporter overheard a conversation at the Canberra Exhibition when one person said to another, "We're not going to Sydney this year, the Exhibition's been cancelled," and then there was the dealer who thought he was doing us a favour by writing "cancelled" across our advt. in his copies of A.M.R.M. And yet all these well meaning people needed to do, was make an enquiry to the Branch Committee and they would have got an accurate answer. If our exhibition is ever cancelled, the Management Committee of the N.S.W. branch of the A.M.R.A. will tell you, and no one else.

Anyway, if anyone reading this has a guilty conscience, you can make amends by offering to help organise this year's exhibition.

Jack Parker.  
Branch Reporter.



### WESTERN AUSTRALIAN BRANCH NOTES



The Branch meets at Meltham Station, on the first Monday of each month, at 8.00 p.m., and at other times as indicated on your program in the "Branch Line". Visitors and prospective members of A.M.R.A. are always welcome at any of our meetings. For further information, contact the Secretary, Mr. Terry Watts, 49 Kenney Street, Bassendean, phone 25 5555 (work).

### QUEENSLAND.

Peter Kennedy was the host for our October meeting. Peter has HO scale layout with stations named after those on the South Coast line. A very interesting demonstration of timetable running was given by Peter and this was highlighted when an accident occurred causing late running. Peter also showed many slides taken on an A.R.E. trip to South America many years ago.

An interesting point about the slides was the difference in trackwork and rollingstock standards on different systems. Our thanks to Peter for a delightful evening.

Some of the members went to Border Loop on the weekend 28th-30th October.

A derailment south of the loop near Casino caused many trains to run late on Saturday 29th October and a large

number of trains to pass through the loop on Sunday morning including the Brisbane Limited which was running two hours late. An enjoyable weekend was had by all who attended.

November 14th-19th was the Hobby Week here in Brisbane. A.M.R.A. again displayed a slightly altered layout, with repainted scenery, a dummy siding added to the HO, brand new station and foot bridge on the HO and a relay system to enable us to use all three HON3½ loops. Our thanks go to those who worked on the layout, to make it ready for the exhibition and those who operated it during the week.

Our November meeting was held at Stafford Heights. After discussing Branch business we were shown the host's layout of American prototype, which is laid out in block sections. An excellent demonstration was given of how to use block sections in the operation of one's layout. This was a very enjoyable evening for those who attended.

Saturday, December 3rd was auction day, beginning with several clinics including buildings, scenery and track laying. All those who attended the clinics enjoyed themselves and our thanks go to those who led the clinics. This same afternoon the annual auction was held, many items of various gauges, makes and types were offered for auction. Many thanks to those who helped during the day. Our program for 1977 concluded with the auction and although the new year will have come by the time this issue is received, I would like to thank all members of the club for their support in 1977 and all the best for 1978 fellows.

### Meetings for 1978:

March 9th Modelling night 7.30 p.m.  
A. Hayes, 18 Joyce Street,  
Coopers Plains.

March 16th Australian Railway Historical Society, 7.45 p.m.  
Smith St. Nth. Ipswich.



March 18-19th Civic Centre  
Beaudesert Exhibition.  
March 23rd T Delaware, 8.00 p.m.  
27 Badger Street,  
Newmarket.

PLEASE NOTE. On modelling nights.  
"Bring a model".

Due to a transfer in my occupation  
it has become increasingly difficult

for me to attend meetings and model  
nights. I have been Branch Reporter  
for quite some time and have enjoyed  
the position throughout this period.

As this will be my last report,  
I would like to thank the members of  
the branch in Brisbane for their co-  
operation during this period.

Neil Johnman.  
Branch Reporter.

\*\*\*\*\*



## FOR READER'S LETTERS

Dear Sir,

The Japanese with their KTM, DH18  
have copied the Pittman DC70 so faith-  
fully that they have used the 4-40  
thread for the fixing screws, and not  
a metric thread, but unlike the  
Americans they only give you one  
screw. Thanks to one of my American  
friends, I have now a good supply of  
brass 4-40 screws, so if any member  
wants a couple of screws, he need only  
send me a S.A.E. This saves the  
trouble of drilling out and replacing  
with a B.A. thread in the motor.

Stephen Suggit.

\*\*\*\*\*

Dear Sir,

I have read with dismay the article  
by Bruce Norton on gauge-widening and  
his letter in the October/December  
1977 Journal. Both in his letter and  
article, reference is made to mistakes  
in the 1970 edition of A.M.R.A. stand-  
ards. There is now a 1976 edition  
and there have been numerous references  
to these new standards in the Journal  
during the last year or so. Does  
nobody read the Journal?

I consider Mr. Norton's article quite  
misleading. To start with the formula  
derived for the increase in track-gauge  
is wrong. The square root sign

should not have been extended to cover  
the last two terms. Perhaps this was  
a misprint for the author proceeds to  
get the right answer in his examples.

I will therefore give Mr. Norton the  
benefit of the doubt, but will go on to  
state that the formula is unnecessarily  
complicated. For all practical pur-  
poses it can be approximated to:

$$BG = \frac{EB^2}{2 DF}$$

Even better would be to state the  
formula thus:

$$V = \frac{G^2}{2R}$$

where

V is the increase in track gauge  
in millimetres.

G is the track-gauge in millimetres  
and

R is the radius of curvature in  
millimetres.

Excerpts from the latest A.M.R.A.  
standards were printed in the October  
1976 edition of the English Magazine  
"Model Railways" in a very well pre-  
sented form. If you do not have this  
magazine or should anyone want a copy  
of the latest A.M.R.A. standards please  
write to the Federal Secretary.

Peter Betts.



# News from other clubs

New Zealand Association of Model Railway Clubs, Inc.

## Waitemata Convention 24th-27th March 78

### Registration Plan Details.

- Plan A. For Model Railroaders. Full rail programme including; two layout tours, tour of Museum of Transport and Technology and Two Foot Gauge Club, clinics, workshops, swap meet auction, movies, trade displays, layout and model displays.  
Sunday Banquet.
- Plan B. For Modellers and Wives. Modeller participates in Plan A above. Wife participates in Ladies Programme including Banquet. Wife may participate in many modeller activities, excepting layout tours which will be subject to space availability on departure.
- Plan C. As plan A, but without a Banquet ticket.
- Plan D. As plan C, for modellers up to and including 15 years of age.
- Plan E. Saturday 25 March only Registration. In House activities.
- Plan F. Sunday Evening Banquet ticket only.

Extra Fare. Sunday morning trip to Glenbrook Vintage Railway. Fare includes bus from convention and return, and ride on GVR train.

### Convention Facilities and Location.

Waitemata Convention is to be held at Trillo's Downtown Conference Centre and the Downtown Shopping complex. At Trillo's we will use the fully air-conditioned and carpeted Wynard Arms Room on the ground floor for major meetings, some Special Interest Group meets, workshop session, auction lunches and dinners and the convention Banquet on the Sunday evening. At Downtown we will use the carpeted and

air-conditioned first floor for model and layout displays. These facilities are on either side of downtown Albert St. one block west of Queen St and the Central Post Office. They are connected at first floor level by an enclosed skyway. We also have the use of the Westminster Room of the Travelodge, next door to Trillo's. Movies, clinics, slide presentations, some special interest meets and the Annual General meetings will be held in this room.

Convention Program. Waitemata convention, as you will see from Plan A description, includes the usual events that have become familiar at past conventions. We also have a few that are unusual.

Tours. Most conventioners will receive two tickets for layout tours. These will depart on Friday afternoon Saturday and Sunday mornings. Each runs for four hours. On Saturday and Sunday afternoons buses will shuttle from the convention facility to the Museum of Transport and Technology - home of several preserved locomotives and rolling stock, and the Two Foot Gauge Club who use the ARA2' gauge lines in the Waitakere Ranges.

Clinics and Workshop. There will be up to eleven clinics, each run twice during the convention, and a two hour workshop session on the Saturday evening, where leading modellers will demonstrate various techniques.

Displays. One of the largest displays ever mounted by the Model Railway and Allied trades in New Zealand will be at the convention centre. Also on display will be several layouts built by Auckland and visiting model railroaders along with many models displayed by NZAMRC member clubs and individual modellers.



Movies will be shown at various times throughout the convention. Some of these have been specially imported for the convention.

Buy and Sell. In addition to the Trade Displays, available for buying new products, there will be two opportunities for you to buy and sell used equipment, books, magazines and the like. The first is a silent Auction which will run from the beginning of the convention until 3.00 p.m. on the Sunday. The second is a swap table where equipment can be offered at a fixed price. This will run throughout the convention.

Contests. In addition to the usual model contest events and model photography events Waitemata convention has two special contests. The first is the 8 mm Movie Contest - open to any registrant. The second is the Master Model Builder's Invitation Contest Event. 21 past winners of the first place Open Contest have been invited to participate in this event. Entry Blanks are available on request. The various contests close as follows:

8 mm movie contest - 15th February 1978 at convention mailing address.

Switching Contest - 3.00 p.m. Sunday 26th March 1978.

Model Construction and Model Photography Events - 5 p.m. Friday, 24th March, 1978.

Special Interests and Annual General Meetings. At 9.00 p.m. on both Friday and Saturday evenings Special Interest meets will be hosted by NZAMRC member clubs.

Friday is filled with meetings covering American, British, Hornby Railway Collectors and Marklin interests. Saturday is still available for other Special Interests. At 7.00 p.m. on Friday the N.Z. Model Railway Guild and the Hornby Railway Collectors Association will hold Annual General Meetings. On Monday 27th March 1978, at 10.00 a.m. the NZAMRC will hold its A.G.M.

Ladies' Program. Our Ladies Committee has planned to entertain the wives of visiting modellers with several bus

trips and other entertainment. The trips include visits to the Auckland Domain, War Memorial Museum, Cook St. Market, Brown's Mill, International Market, Villa Maria vineyard, Easter Show and a tour of Auckland. In House events include a get-to-know session on Friday evening and Housie, plus the Banquet.

A Registration Desk will be available on the Thursday evening, and the Convention's saturated program will start from 8.00 a.m. on the Friday morning. Additional information will be sent to Registrants.

We look forward to having you participate in the Waitmata Convention.

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#### NORTH SHORE RAILWAY MODELLERS ASSOC.

A model railway convention open to all comers and sponsored by this association was held at Camp Carey conference centre at Wentworth Falls NSW over the week-end of 28-30 October 1977. The convention was attended by 27 people which included the families of some of the modellers. The function proved to be a great success and at the conclusion each man women and child was asking when the next one would be.

The convention included some excellent talks on a wide variety of railway topics given by Peter Betts, Dennis Meredith, Graham Larmour, Alex Mathieson, George Aitcheson and Jack Parker. The talks were scheduled to be of 45 minutes duration and this proved to be long enough to cover the main aspects of the subject, but also leaving the audience eager for more.

A draw bar pull competition was held in which competing locos were required to lift a dead weight against gravity without excessive slipping, the weight being transferred to the loco by a string and pulley. This competition was divided into two sections, namely the best puller and the best puller relative to size.



The former section was won by a German 2-10-0 in HO scale owned by Cec Exton which lifted the weight of \$2.20 worth of silver coins. The latter section was won by a Southern Railway 02 class 0-4-4T in OO scale owned by Peter Betts which although lifting only \$1.10 in silver was fractionally less than half the size of the German 2-10-0.

The extra efficiency of the small tank engine was found to be due to the fact that its bogie wheels as well as its drivers were powered. There was only one entry in N scale and this a NSW 36 class owned by George Aitchieson lifted 35¢ only. However, when this was related to size, it was found to be fractionally better than the best HO loco. Examination revealed that the tender was arranged to transfer some of its weight onto the back of the loco and hence the exceptional pulling power. It was agreed that a drawbar pull efficiency contest was more revealing than a highest pull test. There is little skill in buying a monster loco and filling it with lead. The size of the loco was taken as the volume as calculated from the length from buffer beam to draw bar plate, (tender not included), the width across footplating and the height above rail level of the firebox of a steamer or the engine casing of a diesel.

The most interesting activity proved to be the slow running contest. Entries were raced in pairs on parallel tracks, each using a simple transistor controller with half wave pulse. On the starting signal the locos had to be driven for 30 seconds without stalling. The loco travelling the longer distance or the one stalling first was eliminated. By this process the competition was narrowed down to 3 locos and great excitement ensued during the finals, wives and children were bar-ricking for their men folk with great gusto.

According to the rules the driver was allowed to adjust his controller continuously and so slowly were the locos running that Peter Betts who owned two of the final locos and having had some previous practice was able to make fine adjustments as each segment of the motor armature cogged past a pole and by so doing achieve slower running than Graham Larmour's "Athern" Santa F diesel. However, when Peter's two locos, a Southern 700 class with an Airfix 5 pole motor and a LSWR T7 class with custom built 3 pole motor competed against each other, the one that the owner was driving always won. To add further interest, Graham challenged Peter to a hands off the controller contest and here the Santa Fe diesel powered by a 5 pole motor was invincible, travelling a mere 13 mm in 30 seconds. It was generally agreed that this was the best loco in the contest, the driver being at a disadvantage in not being able to see any part of his transmission.

The final contest, for the best train on static display went to Alex Mathieson for his GWR local goods train with scratch built pannier tank and mainly scratch built wagons.

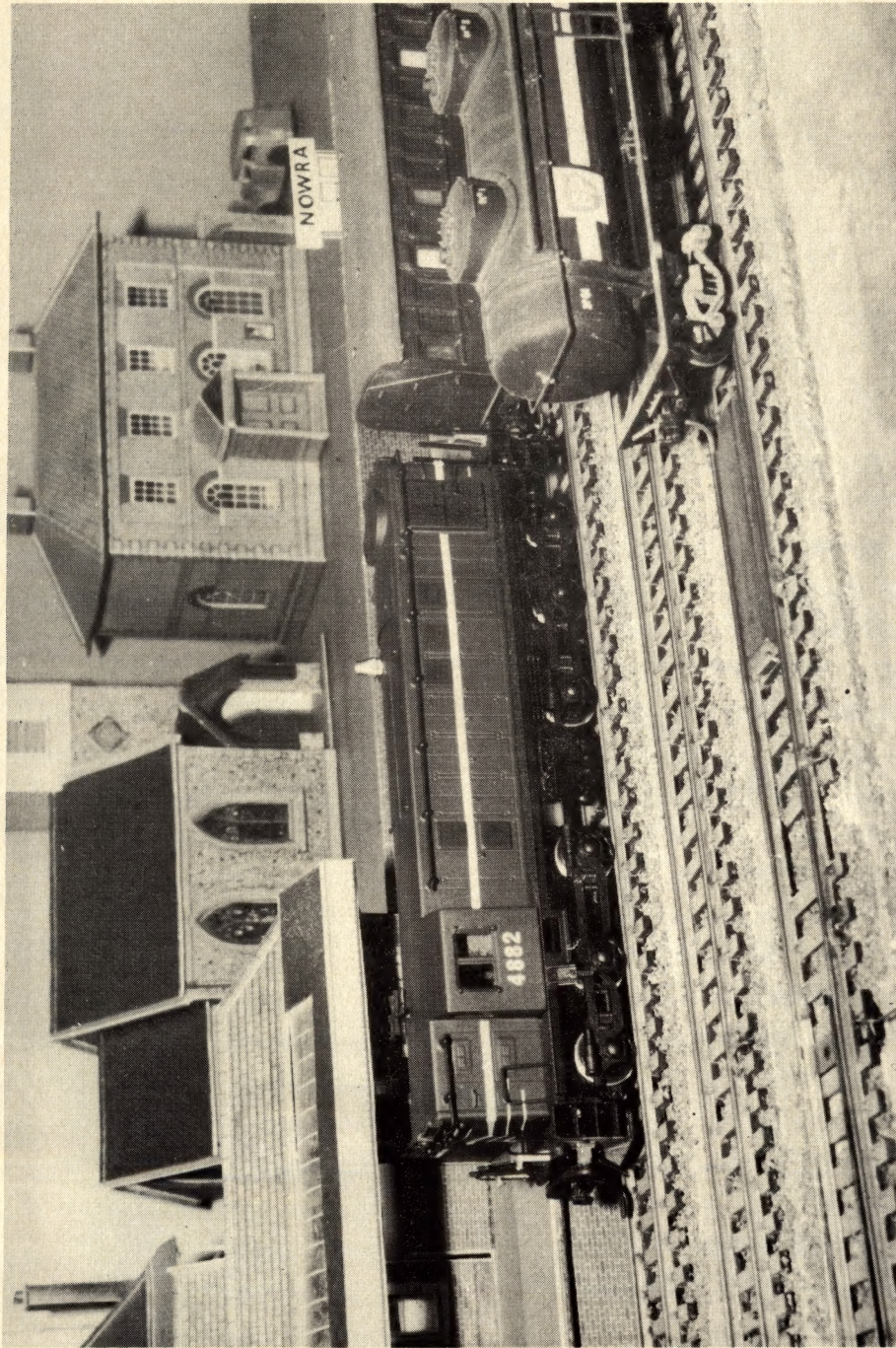
General activities included a visit to the Zig Zag Railway and a show of historical train movies and slides. The ladies and children sampled the giant staircase of Katomba and some of the historic landmarks.

It was finally agreed that the next convention would be at the same location at the beginning of May 1979, and that numbers would be limited to that of a similar sized intimate group that attended this recent function with an emphasis on family involvement.

Secretary N.S.R.M.A.  
40 Merrilee Crescent  
FRENCHS FOREST NSW 2086.

\*\*\*\*\*





N.S.W.T.D. 4882 arrives at Nowra with a passenger train from Sydney on the HO layout of Alan Templeman. Photo - Alan Templeman.



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